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Environmental assessment for State Project CM 8199 (27) City of Missoula, California street pedestrian/bicycle

Environmental Assessment

California Street Pedestrian/ Bicycle Bridge

City of Missoula

State Project CM 8199 (27) Control No. 3040

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City of Missoula, Redevelopment Agency and the Montana Department of Transportation

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Environmental Assessment

for

State Project CM 8199 (27)
City of Missoula
California Street Pedestrian/Bicycle Bridge
Control No. 3040
in
Missoula County

This document is prepared in conformance with NEPA requirements and contains the information required for an Environmental Assessment under the provisions of ARM 18.2.237(2)(3) and 18.2.239. It is also prepared in conformance with NEPA requirements for an Environmental Assessment under 23 CFR 771.119.

Submitted Pursuant to 42 USC 4332(2)(c)
and Sections 2-3-104, 75-1-201 M.C.A.
by the
U.S. Department of Transportation
Federal Highway Administration
and the
Montana Department of Transportation

Submitted by: Joel M. Date: 2/24/97
Montana Department of Transportation
Environmental Services

Reviewed and Approved
for Distribution: Date: 2-28-97
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Table of Contents

Page No.

Recipients of the Environmental Assessment ES-1
Executive Summary ES-4
1.0 Description of Proposed Action 1-1
    1.1 Study Area Description 1-1
    1.2 Preferred Alternative Description 1-4
2.0 Purpose and Need for Action 2-1
    2.1 Existing Non-Motorized River Crossings 2-1
    2.2 Purpose & Need 2-1
3.0 Alternatives Considered 3-1
    3.1 Alternatives Advanced 3-1
    3.2 Alternatives Considered But Not Advanced 3-1
4.0 Existing Conditions, Impacts, and Mitigation Measures 4-1
    4.1 Land Use, Zoning and Land Use Planning 4-1
        4.1.1 Existing Land Use 4-1
        4.1.2 Zoning 4-1
        4.1.3 Land Use Planning 4-2
        4.1.4 Impacts 4-2
    4.2 Socioeconomic 4-2
        4.2.1 Existing Conditions 4-2
            4.2.1.1 Social 4-2
            4.2.1.2 Economic 4-3
        4.2.2 Impacts 4-4
        4.2.3 Environmental Justice 4-4
    4.3 Pedestrians and Bicyclists 4-4
        4.3.1 Existing Conditions 4-4
        4.3.2 Impacts 4-5
    4.4 Transit 4-5
        4.4.1 Existing Conditions 4-5
        4.4.2 Impacts 4-5
    4.5 Right-of-Way 4-6
        4.5.1 Existing Conditions 4-6
        4.5.2 Impacts 4-6
    4.6 Parks and Recreation 4-8
        4.6.1 Existing Conditions 4-8
        4.6.2 Impacts 4-8
    4.7 Air Quality 4-8
        4.7.1 Existing Conditions 4-8
        4.7.2 Impacts 4-9

List of Figures

Figure No.	Title	Page No.
1-1	Regional Map	1-2
1-2	Area Map	1-3
1-3	Site Map	1-5
3-1	Alternative Bridge Locations	3-2
4-1	Existing Right-of-Way	4-7
4-2	Existing Wetlands	4-12
4-3	Floodplains	4-16
4-4	Existing Conditions	4-20
4-5	Preferred Alternative	4-20

List of Tables

Table No.	Title	Page No.
3-1	Alternative Bridge Location Evaluation Matrix	3-3
4-1	City of Missoula Zoning Designations within Study Area	4-1
4-2	Missoula County Zoning Designations within Study Area	4-2

Recipients of the Environmental Assessment

The following agencies, groups and individuals are receiving a copy of the Environmental Assessment:

- City of Missoula Bicycle/Pedestrian Advisory Board
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- City of Missoula Non-Motorized Transportation Committee
  c/o Missoula Bike/Pedestrian Office
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  Missoula, Montana 59802

- City of Missoula Parks and Recreation Department
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  Missoula, Montana 59801

- City of Missoula Police Department
  435 Ryman
  Missoula, Montana 59802

- City of Missoula Public Works Department
  435 Ryman
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- Feet First
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- Hellgate Irrigation Company
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  2275 Roundup
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- Missoula Board of County Commissioners
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  Missoula, Montana 59802

- City of Missoula City Council
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- Missoula City/County Health Department
  301 West Alder
  Missoula, Montana 59802

- Missoula County Surveyors Office
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  Missoula, Montana 59802

- Missoula Office of Planning and Grants
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  Missoula, Montana 59802

- Missoula Sheriff's Department
  200 West Broadway Street
  Missoula, Montana 59802

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  Cogswell Building
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  3201 Spurgin Road
  Missoula, Montana 59801

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  Missoula, Montana 59803

- Montana Natural Heritage Program
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  Post Office Box 201800
  Helena, Montana 59620-1800

- National Resource Conservation Service
  5115 Highway 93 South
  Missoula, Montana 59801

- State Historic Preservation Office
  Montana Historic Society
  1410 8th Avenue
  Post Office Box 201202
  Helena, Montana 59620-1202

- U.S. Department of the Army Corps of Engineers
  Omaha District
  1520 East 6th Avenue
  Helena, Montana 59620-2301

- U.S. Department of the Interior
  Fish and Wildlife Service
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Executive Summary

The City of Missoula Redevelopment Agency, and the Montana Department of Transportation (MDT) proposes to replace the California Street Pedestrian/Bicycle Bridge over the Clark Fork (River) in Missoula, Montana. The proposed improvement will replace a connection that was originally constructed as a vehicular bridge in 1906. In the mid-1970's the bridge was closed to vehicular traffic and functioned as a crossing for non-motorized transportation until the superstructure was torn down in 1987 for safety reasons. Two alternatives were evaluated including the No-Build Alternative and the Preferred Alternative.

The proposed improvements (Preferred Alternative) will include the construction of a 120-meter (400-foot) long bridge facility to accommodate pedestrian and bicycle traffic. This proposed project consists of constructing a two-span bridge structure with a single pier in the center.

This project is a north-south crossing of the Clark Fork (River) at a location directly west of downtown Missoula, Montana, and 0.4 km (0.2 mi.) east of Russell Street on the California Street corridor. It will provide for non-motorized travel between several Missoula neighborhoods and destinations such as downtown Missoula and other business areas. The project provides a direct connection to the Shady Grove Trail that runs along the north side of the river between Russell and Burton Streets and to planned bicycle and pedestrian facilities on the south side of the river, including a planned trail on the Old Milwaukee Railroad right-of-way located approximately 0.5 km (0.3 mi.) south of the study area.

An assessment of environmental impacts of these proposed actions is included in Chapter Four of this document. Impacts and concerns relating to the California Street Bridge include:

- Construction impacts
- Concern for increased bicycle and pedestrian travel through a quiet neighborhood
- Concern for vandalism and safety
- Impacts to natural resources - island and wildlife
- Visual impacts - aesthetics and lighting

1.0 Description of Proposed Action

1.1 Study Area Description

The project study area is located on the Clark Fork (River) just west of downtown in the City of Missoula, Montana on the alignment of California Street (see Figures 1-1 and 1-2). It is located within Section 21, Township 13 North, Range 19 West, of the Montana Principal Meridian. It crosses the Clark Fork approximately 0.4 km (0.2 mi.) east of Russell Street.

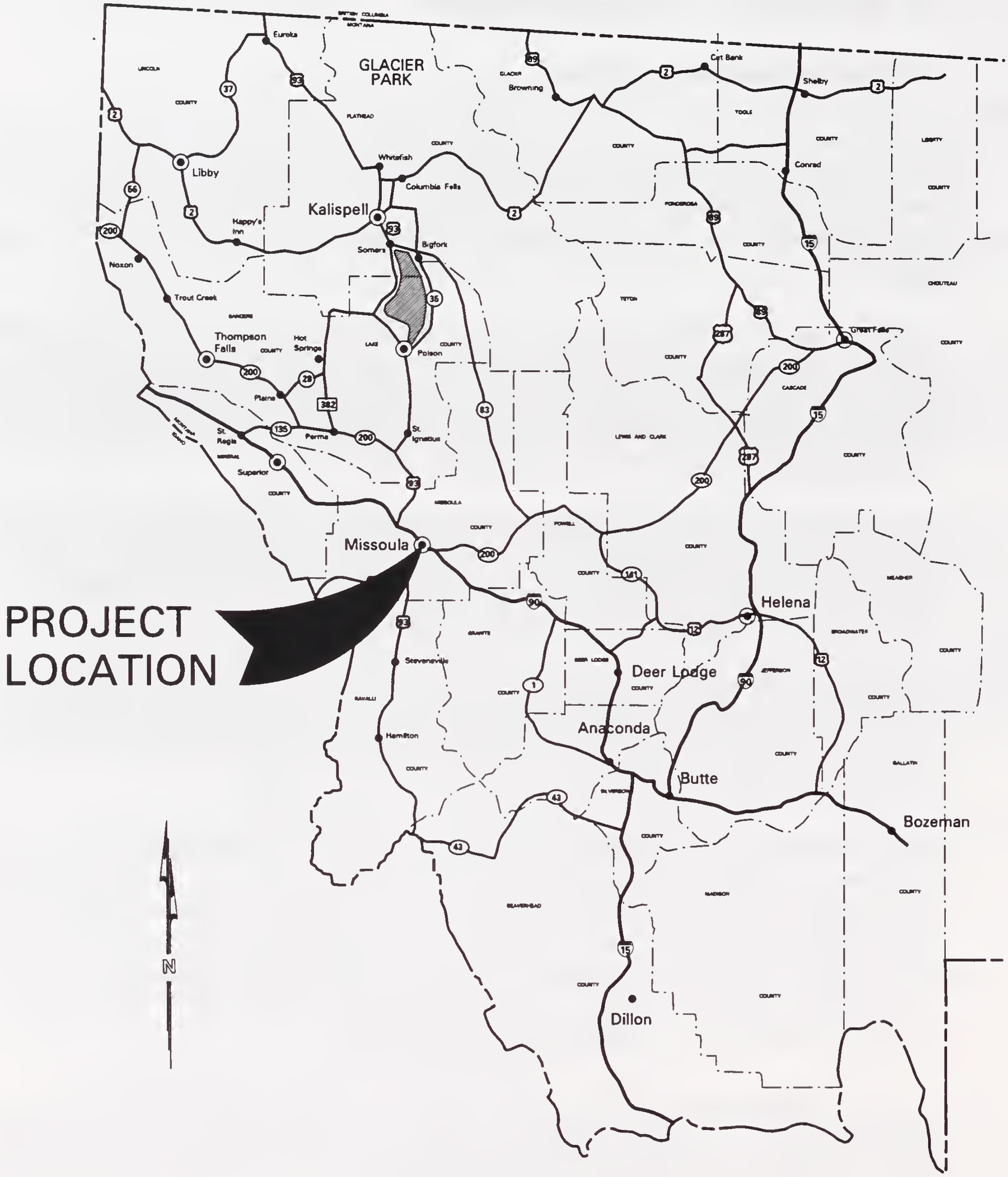
The project site is located at the site of a bridge crossing of the Clark Fork (River) that was originally constructed in 1906. Vehicular traffic was restricted on the bridge in the mid-1970's and it was converted to a non-motorized river crossing. The superstructure of the bridge was eventually torn down in 1987 due to its aged condition and for safety reasons. The piers and abutments of the original structure are still in place.

The project connects to the end of California Street on the north side of the river. At this location California Street terminates in a cul-de-sac. There are sidewalks on California Street to accommodate non-motorized travel. The project also includes a connection to California Street and River Road on the south side of the River.

The project provides a direct connection to the Shady Grove Trail along the north side of the river between Russell and Burton Streets, and to planned bicycle and pedestrian facilities on the south side of the river, including a planned trail on the Old Milwaukee Railroad right-of-way located approximately 0.5 km (0.3 mi.) south of the study area.

The Clark Fork and its floodplain traverses the project and is the dominant feature of the study area. An island is located approximately mid-stream in the river. The island within the river channel is undeveloped and is composed of native grasses and riparian vegetation. One of the existing piers is located on the island and one is immediately south of the island in the river. A flood control dike constructed by the U.S. Army Corps of Engineers, defines the north boundary of the river channel. It starts at the location of the proposed bridge and extends downstream to the west of the proposed bridge.

The adjacent land area south of the river is occupied primarily by medium-density residential properties or light industrial uses. Most of the adjacent land to the north of the river is occupied by commercial or light industrial uses and the remaining parcels are either vacant or experiencing development of commercial uses.



Regional Map
Figure 1–1

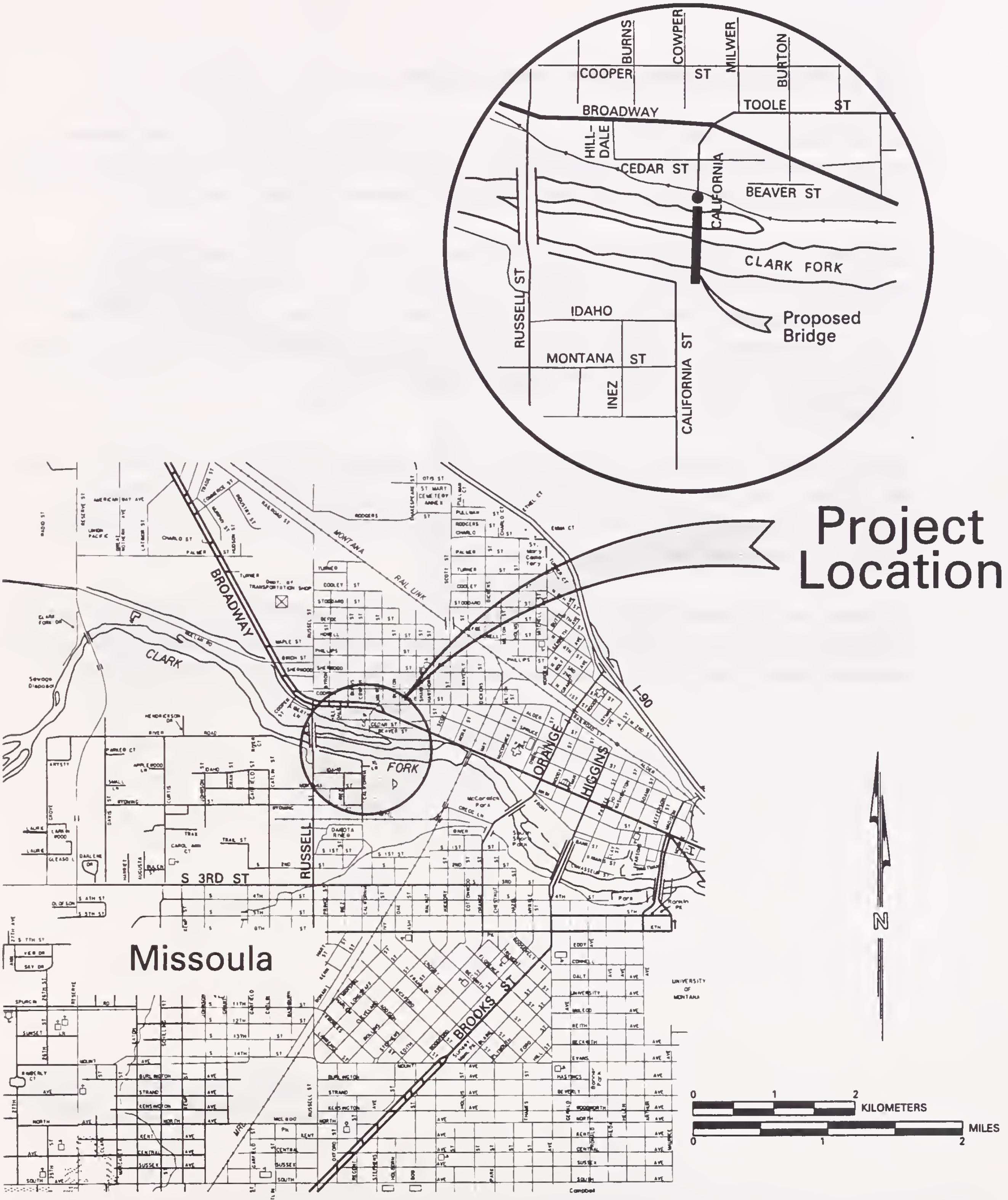


Figure 1–2
Area Map

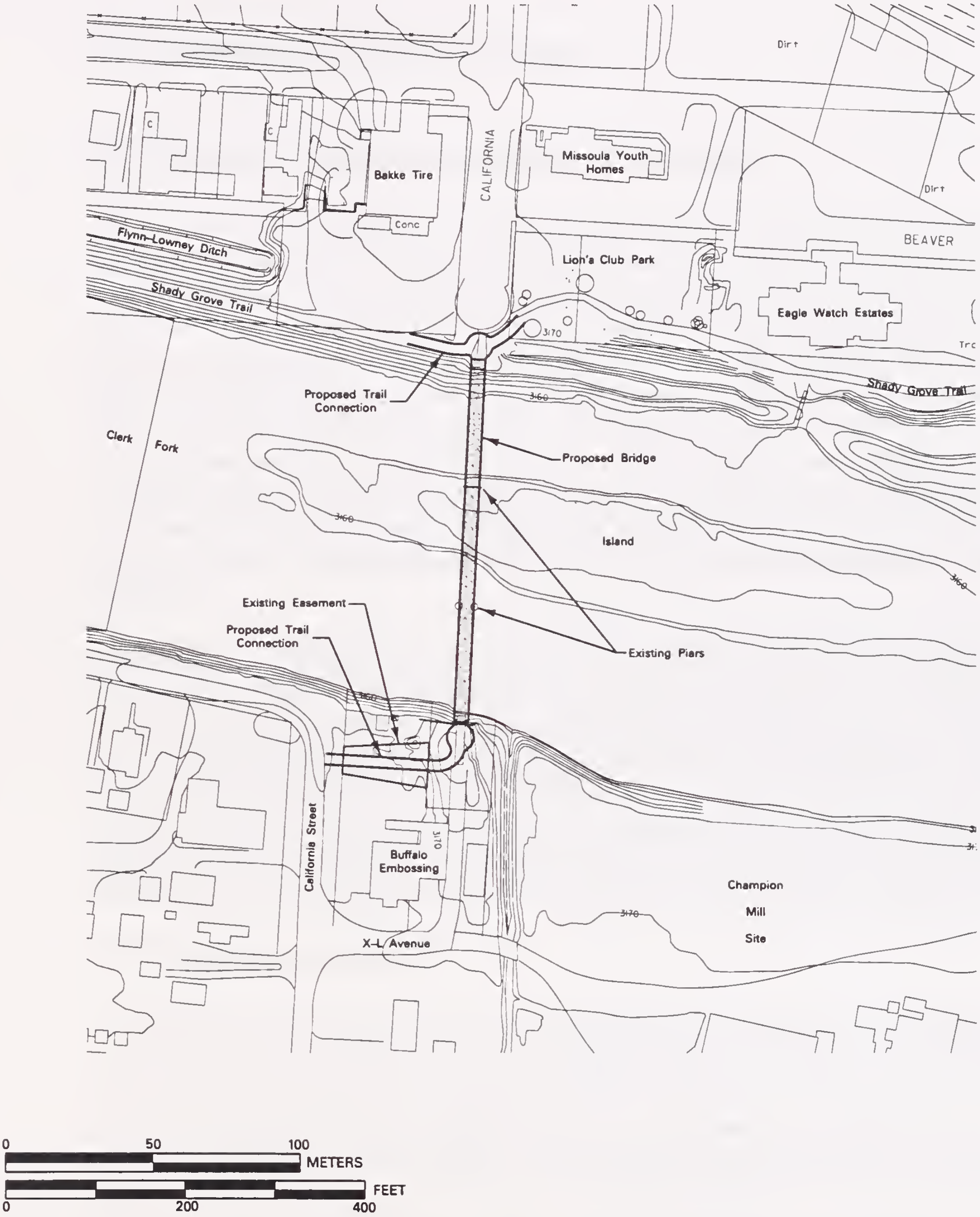
1.2 Preferred Alternative Description

The Preferred Alternative (shown in Figure 1-3) is a 120-meter (400-foot) long bridge to accommodate pedestrian and bicycle traffic. The bridge would be a two-span structure with a single pier approximately in the center on the island that exists during low-water.

This project is a north-south crossing of the Clark Fork at a location directly west of downtown Missoula, Montana. The project provides a direct connection to the Shady Grove Trail along the north side of the river between Russell and Burton Streets, and to planned bicycle and pedestrian facilities on the south side of the river, including a planned trail on the Old Milwaukee Railroad right-of-way located approximately 0.5 km (0.3 mi.) south of the study area.

The Preferred Alternative includes paved trail connections from the end of the bridge to the Shady Grove Trail and California Street on the north side of the river. The Preferred Alternative also includes a paved trail connection from the end of the bridge to California Street and River Road on the south side of the river.

The bridge will be constructed of a surface wide enough to accommodate multiple modes of non-motorized traffic including pedestrian, bicyclists, wheelchair, etc. It will also provide the structural capacity and width to carry maintenance and emergency vehicles (patrol cars).



Site Map
Figure 1–3

2.0 Purpose and Need for Action

2.1 Existing Non-Motorized River Crossings

The previous bridge crossing at California Street provided a non-motorized crossing from the mid-1970's to 1987. Since the old bridge was torn down in 1987 there have been no facilities to provide a safe crossing of the Clark Fork (River) for non-motorized traffic for areas west of downtown Missoula. Existing motorized bridge crossings in the area, including the Russell Street bridge 0.4 km (0.2 mi.) to the west, and the Orange Street bridge 1.1 km (0.7 mi.) to the east, do not have adequate facilities for non-motorized use. While sidewalks are in place on these bridges, they are too narrow and/or tall to safely accommodate pedestrian, wheelchair, bicycle traffic. Neither of these bridges meet Americans with Disabilities Act (ADA) standards. The Orange Street Bridge is planned to be reconstructed with sidewalks and bike paths, however, it will not provide for non-motorized travel for neighborhoods west of downtown Missoula to destinations west of downtown.

Other bridges in the downtown Missoula area that accommodate non-motorized travel are the Higgins Avenue Bridge, 1.5 km (0.9 mi.) to the east, the Madison Street Bridge, 2.1 km (1.3 mi.) to the east, and the Van Buren Pedestrian/Bicycle Bridge, 2.4 km (1.4 mi.) to the east. All of these bridges are either too distant or result in out-of-direction travel from the neighborhoods and destinations on the west side of downtown Missoula. None of those crossings provide for travel from west Missoula south of the river to the central Business District. This is evidenced by the improper and illegal use of the Montana Rail Link railroad bridge. Pedestrians and bicyclists currently cross the railroad bridge routinely.

2.2 Purpose and Need

The primary purpose and need for the proposed project is to construct a new bridge spanning the Clark Fork at the location of a former roadway bridge on California Street and replace the non-motorized crossing that existed prior to 1987. The bridge will provide access across the river for non-motorized travel, including bicycle, pedestrian and wheelchair users, and will not be accessible to motorized traffic. The purpose and need for the project is summarized below:

- The bridge is included in the City of Missoula's Non-Motorized Transportation Plan, and Urban Renewal Plan and will provide a critical non-motorized travel link between primary routes, secondary routes, and trails in the non-motorized transportation system.

- The bridge will provide a connection for residential neighborhoods south and west of the project to major employment and commercial centers in Missoula's Central Business District.

- The bridge crossing will provide a connection for neighborhoods north of the river, including Missoula's Westside Neighborhood, to commercial and employment centers on the south side of the river including the University of Montana.

- Residents of Eagle Watch Estates, a housing complex for the mobility impaired, will use the bridge to access commercial, business, and recreational areas south of the river.

- The bridge crossing will provide a connection between neighborhoods north of the river and parks to the south and east, including McCormick and South Shore parks.

3.0 Alternatives Considered

Originally, the City of Missoula desired to reuse the existing piers and abutments as the substructure for the new bridge. A portion of this study was to conduct a technical evaluation of the existing piers and abutments to determine their suitability for use with a new structure. That evaluation indicated that the existing foundation elements had decayed substantially and were not suitable for use as the substructure of a new bridge.

Once the results of the evaluation of the foundations were known it was determined that the location of the proposed bridge was not restricted to the location of the existing foundations. It was then determined that other sites for the crossing should be considered and evaluated.

3.1 Alternatives Advanced

The following alternatives were advanced for further consideration in this document.

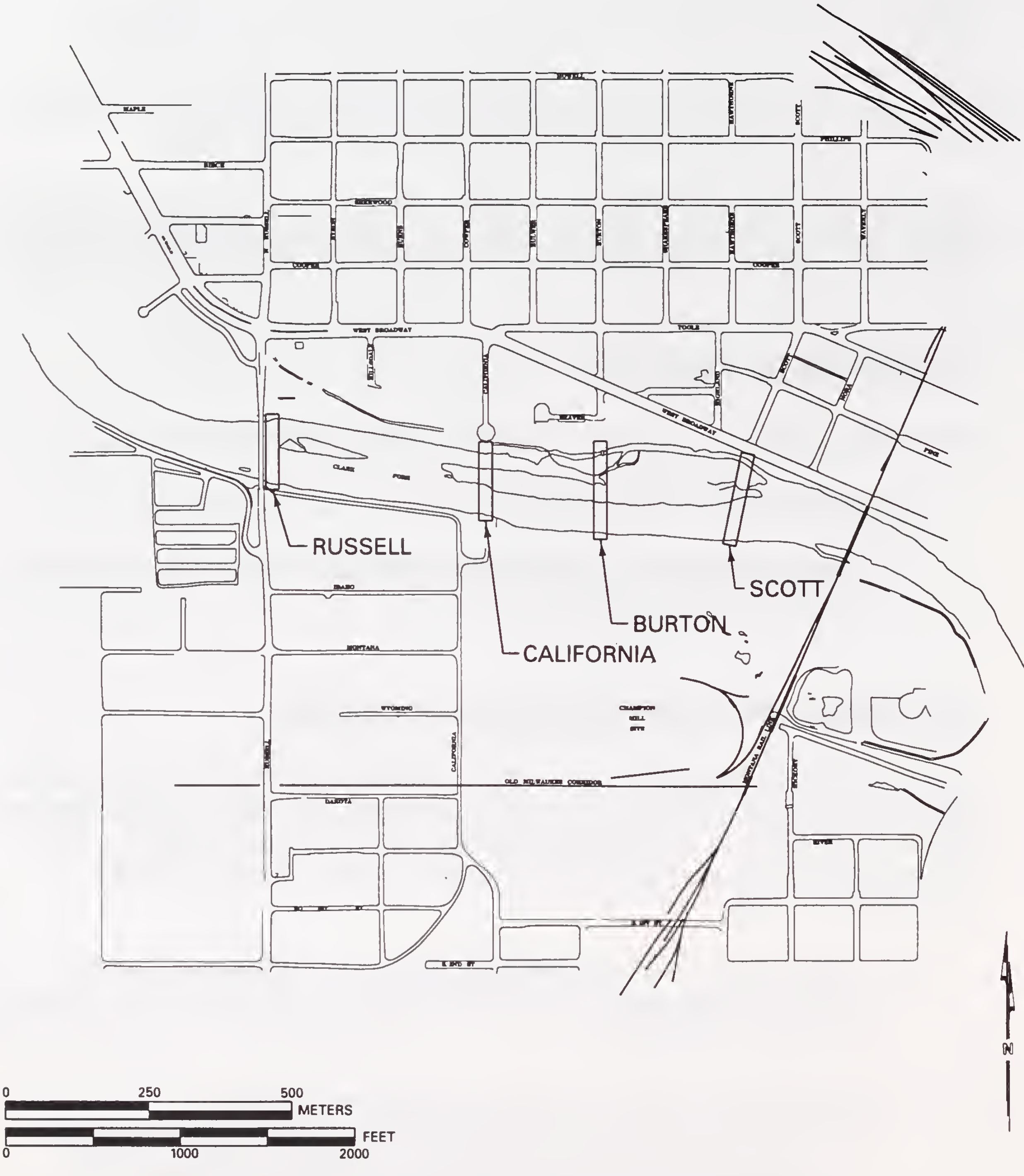
- ☐ **No-Build.** The No-Build Alternative would involve no construction.
- ☐ **Preferred Alternative (California Street Bridge Crossing)**. This alternative is described in Section 1.2 and shown in Figure 1-3.

3.2 Alternatives Considered But Not Advanced

An analysis of several alternatives was conducted to determine if California Street was the best location for a non-motorized river crossing. Four alternative sites were considered and are shown on Figure 3-1. An evaluation of the alternatives is shown in Table 3-1. The following alternative bridge locations were considered but not advanced for further consideration in the EA.

- ☐ **Russell Street.** This alternative would include a new bridge immediately adjacent to the existing motorized traffic bridge at Russell Street to provide solely for non-motorized travel.

  This alternative was not forwarded for the following reasons:
  - It did not conform to the Missoula Non-Motorized Transportation Plan.
  - It resulted in Out-of-Direction travel for people in the California Street Neighborhood (south of the river) traveling to downtown.
  - It resulted in Out-of-Direction travel for people in the Westside Neighborhood traveling to the University of Montana area.



Alternative Bridge Locations
Figure 3–1

Table 3-1
Alternative Bike / Pedestrian Bridge Locations

Meets Criteria	Meets Criteria Somewhat	Does Not Meet Criteria
○	◒	●

Evaluation Criteria

Alternative Bridge Crossing Locations	Conformity with the Non-Motorized Travel Network Plan	Transportation	Accessibility/ Connectivity	River Impacts	Structural Requirements/ Construction Costs (Comparative Costs Only)	Right - of - Way	Visual/ Aesthetic Quality
Russell Street (This alternative would construct a separated ped/bike bridge adjacent to the existing Russell St. Bridge)	• Generally conforms to plan. • A primary street network connection at this location was identified in plan. • Does not meet the need to serve different types of users. ◒	• Out -of-direction travel for California Street neighborhood to downtown. • Out-of-direction travel for Westside neighborhood to University area. • No out-of-direction travel for areas west of Russell. ◒	• Good connectivity to primary street network end to river front trails. • Closer proximity to Russell Street traffic. • Poor connection with bicycle traffic on opposite side of Russell from Ped/Bike bridge. • Poor connection to secondary street network. ◒	• Center pier would need to be constructed in the river (water). ◒	• 400 feet +/- span length • At least one center pier needed. • $770,000 +/- • Construction of pier in water more difficult. ◒	• May need additional R/W when additional traffic lanes are added to Russell St. ◒	• Close proximity to Russell Street and traffic will detract from trail character. • Inconsistent with river front trail character. ●
California Street	• Conforms to plan. • Good integration of secondary street network ○	• Minimal out-of-direction travel for all major commuter routes. • Out-of-direction travel for through Russell Street users. ○	• Good accessibility to primary end secondary street network. • Good connectivity to river front trails. • The users of a dedicated ped/bike bridge are likely to prefer the secondary street connection. • Difficult crossing of Broadway at California/Toole/Broadway intersection. ◒	• Center pier would be located on the island. ○	• 400 feet +/- span length • At least one center pier needed. • $770,000 +/- • Construction of pier on island less expensive. ◒	• No additional R/W needed. ○	• Will integrate with river trail system qualities. • Consistent with river front trail character. ○
Burton Street	• Generally conforms to plan. • Good integration of secondary street network ◒	• No out-of-direction travel for all major commuter routes. • Out-of-direction travel for through Russell Street users. ○	• Good accessibility to primary end secondary street network. • Good connectivity to river front trails. • The users of a dedicated ped/bike bridge are likely to prefer the secondary street connection. • Difficult crossing of Broadway at Burton. ◒	• Center pier would be located on the island. ○	• 430 feet +/- span length • At least one center pier needed. • $900,000 +/- • Construction of pier on island less expensive. • Substantial construction needed for connecting trails ●	• Substantial R/W needed on old mill site for south touch down and River Front trail. ●	• Will integrate with river trail system qualities. • Consistent with river front trail character. ○
Scott Street	• Generally conforms to plan. • Poor integration of secondary street network ◒	• No out-of-direction travel for all major commuter routes. • Out-of-direction travel for through Russell Street users. ○	• Constrained space for connection to Broadway sidewalk. • North touch down close to Broadway Street. • Poor connection to secondary street network. ◒	• Center pier would need to be constructed in the river (water). ◒	• 460 feet +/- span length • At least one center pier needed. • Poor connection to Broadway sidewalk. • $970,000 +/- • Construction of pier in water more difficult. • Substantial construction needed for connecting trails ●	• Substantial R/W needed on old mill site for south touch down and River Front trail. ●	• Close proximity to Broadway and vehicle traffic will detract from trail qualities. • Inconsistent with river front trail character. ◒

- It resulted in poor connection with other trails.
- It resulted in poor connection with non-motorized facilities on secondary streets (both existing and planned).
- A center pier would require construction in the water.
- It resulted in greater right-of-way impacts.
- The close proximity to Russell Street would detract from the visual quality for the bridge user.

☐ **Burton Street.** This alternative would include a new bridge connecting Burton Street on the north of the river to the old Champion Mill site on the south shore. The bridge would provide for non-motorized travel only.

This alternative was not forwarded for the following reasons:

- Greater construction cost due to a longer bridge length and longer connecting trails.
- Substantial right-of-way impacts.

☐ **Scott Street.** This alternative would include a new bridge connecting the intersection of Scott Street and Broadway on the north shore of the river to the old Champion Mill site on the south shore. The bridge would provide for non-motorized travel only.

This alternative was not forwarded for the following reasons:

- Poor connection with non-motorized facilities on secondary streets (both existing and planned).
- Constrained space at the intersection of Scott Street and Broadway provided a poor location for the construction of the bridge end.
- A center pier would require construction in the water.
- Greater construction cost due to a longer bridge length and longer connecting trails.
- Substantial right-of-way impacts.
- Close proximity to Broadway Street would detract from the visual quality for the bridge user.

4.0 Existing Conditions, Impacts, and Mitigation Measures

This chapter provides a description of existing conditions and the impacts and mitigation measures associated with the No-Build Alternative and the Preferred Alternative described in Section 1.2.

4.1 Land Use, Zoning and Land Use Planning

4.1.1 Existing Land Use

Existing land use in the project area includes parks, single and multi-family residences, commercial and light-industrial. North of the Clark Fork, land use consists of a small public park (Lions Club Park), a trail (Shady Grove Trail), several multi-family residences (Missoula Youth Homes, Eagle Watch Estates), a tire re-treading facility (Bakke Tire), and several single family residences. Numerous commercial uses exist along West Broadway to the north of the project. The Flynn-Lowney Ditch also runs adjacent to the north shore of the Clark Fork. South of the river, the land use is primarily single-family residences, with some commercial (Buffalo Embossing, Aluteck Mini Storage). To the southeast of the project is the old Champion Mill site which is no longer in use.

4.1.2 Zoning

Existing zoning in the project area is shown in Table 4-1 and 4-2. North of the Clark Fork, zoning is primarily commercial with a Planned Unit Development (PUD) designation for Eagle Watch Estates and Missoula Youth Homes. South of the river, the residential area is unzoned, while the old Champion Mill site is designated Heavy Industrial by Missoula County.

Table 4-1
City of Missoula Zoning Designations within the Study Area

Zone	Zoning Designation and Permitted / Conditioned Uses
UZ	Unzoned. No designation identified.
C	Commercial district. Any BC uses described above; apartment houses in certain locations as approved by the board of adjustment; public utility buildings where no business office, repair or storage facilities are maintained; bakeries and delicatessens. clothing stores; drugstores; food stores; jewelry stores; private clubs and lodges; shoe store; public office buildings; police station; auditoriums; billiard halls; commercial printing and publishing; bowling alleys; bus terminals; catering establishments; commercial schools; confectionery; dance halls; veterinary hospitals; drive-in food stands; sporting equipment; funeral homes; hospitals and sanitariums; visual arts studios; wholesale suppliers; load agencies; mini-warehousing, subject to the Conditional Use standards and criteria; motels and hotels; electronic repair shops; parking structures; music stores and schools; restaurants; retail stores; and tailor and valet shops
C-11	Commercial district. Any C uses described above; auto body and paint shop; car washing establishments; ceramic manufacturing; Christmas tree sales; electrical shops; frozen food lockers; pawnshops; plumbing sales; sheet metal shops; public garages and car sales; radio and TV transmitting stations; sign shops; taxidermy shops; trailer sales lots; vehicle rental shops; and used car lots.
PUD	Planned Unit Development.

Source: *Missoula City Zoning Ordinance - Title 19, January 1991.*

Table 4-2
Missoula County Zoning Designations within the Study Area

Zone	Zoning Designation and Permitted / Conditioned Uses
C-12	Heavy industrial uses are permitted provided they do not require an operational permit from the Missoula City-County Health Department as described in Section X of the Missoula City-County Air Pollution Control Program and which do not require a construction permit as described in M.A.C. 16-2.14(1) - S1400(2). Additional authorized uses include the following: retail and service facilities, buildings or uses which are accessory to the principal use; public utility offices and installations; veterinary services, animal hospitals, and kennels; research laboratories; accessory buildings and uses; industrial mini-warehouse; and the natural resource management office.

Source: Missoula City Zoning Ordinance - Title 19, January 1991.

4.1.3 Land Use Planning

Future land use planning for the study area has not been documented. The current trend of change from light industrial to commercial and residential is expected to continue on the north side of the river. Development of the old Champion Mill site is expected on the south side of the river, however, the type of development is unknown at this time.

4.1.4 Impacts

The No-Build and the Preferred Alternatives will not induce substantial land use changes or promote unplanned growth. There will be no substantial effects on access to adjacent properties or present traffic patterns. The Preferred Alternative will result in increased non-motorized travel through adjacent neighborhoods.

4.2 Socioeconomic

4.2.1 Existing Conditions

4.2.1.1 Social

Population and economic information contained in this section is based upon information collected for the Missoula Regional Transportation Plan (RTP) completed in 1996.

Population and employment forecasts were also prepared as a component of the Missoula RTP update process. This data indicates an estimated 1994 population of 48,000 for the City of Missoula and a 1994 population of 86,000 for the Missoula Urban Planning Area.

The population forecasts for the year 2015 are approximately 67,000 for the City of Missoula and 112,000 for the Missoula Urban Planning Area.

4.2.1.2 Economic

Missoula serves as a major regional trade center for western Montana and central Idaho. Wood products is the area's primary industry. Major employers located in the Missoula area include the US Forest Service, Stimson Lumber Company, Stone Container, Inc., Plum Creek Timber Company, Montana Rail Link, the University of Montana, and Community and St. Patrick's Hospitals. Tourism and Financial, Insurance, and Real Estate (FIRE) industries are the fastest-growing sectors of the local economy.

While most of Missoula's recent population growth has occurred in exurban areas surrounding the City - a trend that is expected to continue for the next few decades -- the City of Missoula sustains the majority of the area's economic activity. The City supports over 90 percent of all jobs and sales in the Missoula Urban Planning Area and it is expected to remain the region's economic center over the next two decades.

Missoula retail and service businesses are concentrated in the City's Central Business District (CBD) and dispersed along major roadway corridors throughout the City.

Estimated 1994 total employment for the Missoula Urban Planning area is approximately 54,000 and this number is expected to increase to 77,000 by the year 2015. 1994 total employment within the City is estimated at 44,000, with an increase to 61,000 projected by the year 2015.

4.2.2 Impacts

The No-Build Alternative will result in no economic impacts.

The Preferred Alternative will provide greater access for those people who use non-motorized transportation to commute. A short-term benefit that may be derived from this project is employment for some area residents during construction.

4.2.3 Environmental Justice

On February 11, 1994, President Clinton issued Executive Order 12898 requiring federal agencies to incorporate Environmental Justice considerations into the NEPA planning process. The purpose of this order is to ensure that low-income households, minority households, and minority business enterprises do not suffer a disproportionate share of adverse environmental impacts resulting from federal actions.

Neither the No-Build or Preferred Alternatives will create disproportionately high adverse human health or environmental effects in any distinct neighborhoods, low income groups, ethnic groups, minority groups, or other specific groups of people.

4.3 Pedestrians and Bicyclists

4.3.1 Existing Conditions

Many Missoulians walk or bicycle for transportation or recreational purposes by using the street network and riverside trails for direct links between places of origin and destination. The lack of adequate facilities crossing the Clark Fork (River) creates a barrier to pedestrians and bicycles. Deficient pedestrian and bicycle facilities that exist on the Russell Street bridge include narrow roadway shoulders, narrow sidewalks, high curbs, and steep approaches to the bridges. This bridge does not meet ADA accessibility requirements. The lack of a safe crossing west of downtown Missoula discourages walking and bicycling as a means of transportation.

4.3.2 Impacts

The No-Build Alternative will perpetuate the barrier between neighborhoods north and south of the river. Until the existing bridge crossings at Orange Street and Russell Street are improved, bicycles and pedestrians will be forced to cross the river under difficult and unsafe conditions. Many pedestrians and bicycles currently cross the river illegally on the Montana Rail Link bridge, located approximately 0.6 km (0.4 mi.) from the project site.

The California Street Bridge crossing was identified in the City's Non-Motorized Transportation Plan, *Guidelines for Creating a Non-Motorized Travel Network in the Greater Missoula Area.* The Preferred Alternative will provide a critical non-motorized travel link between residential neighborhoods to the south and west of the project and major employment centers in Missoula's Central Business District. The bridge crossing will also provide a connection for neighborhoods north of the river, including Missoula's Westside neighborhood, to commercial and employment centers on the south side of the river including the University of Montana. In addition, the bridge crossing will provide a connection between Northside Neighborhoods and parks located to the south and east, including McCormick and South Shore Parks.

The Non-Motorized Transportation Plan also identified future riverside trails extending east through the old Champion Mill site and west along the former Old Milwaukee Railroad corridor. The Preferred Alternative will provide an important link to these future trails.

4.4 Transit

4.4.1 Existing Conditions

The Missoula Urban Transportation District (MUTD) operates the "Mountain Line", which provides regularly-scheduled public transportation service along 12 fixed routes within the Missoula urban area. Three routes run in the vicinity of the project. Route 8 runs along South 5th/6th Street serving the University and Downtown. Route 9 runs along West Broadway and Russell Streets. Route 10 runs along West Broadway and Mullan Road.

4.4.2 Impacts

The No-Build Alternative will have no effect upon the use of existing bus routes.

The Preferred Alternative will provide a greater opportunity for persons in neighborhood north and south of the project area to access bus stops and routes on the opposite sides of the river. No changes to bus service are proposed as a result of this project.

4.5 Right-of-Way

4.5.1 Existing Condition

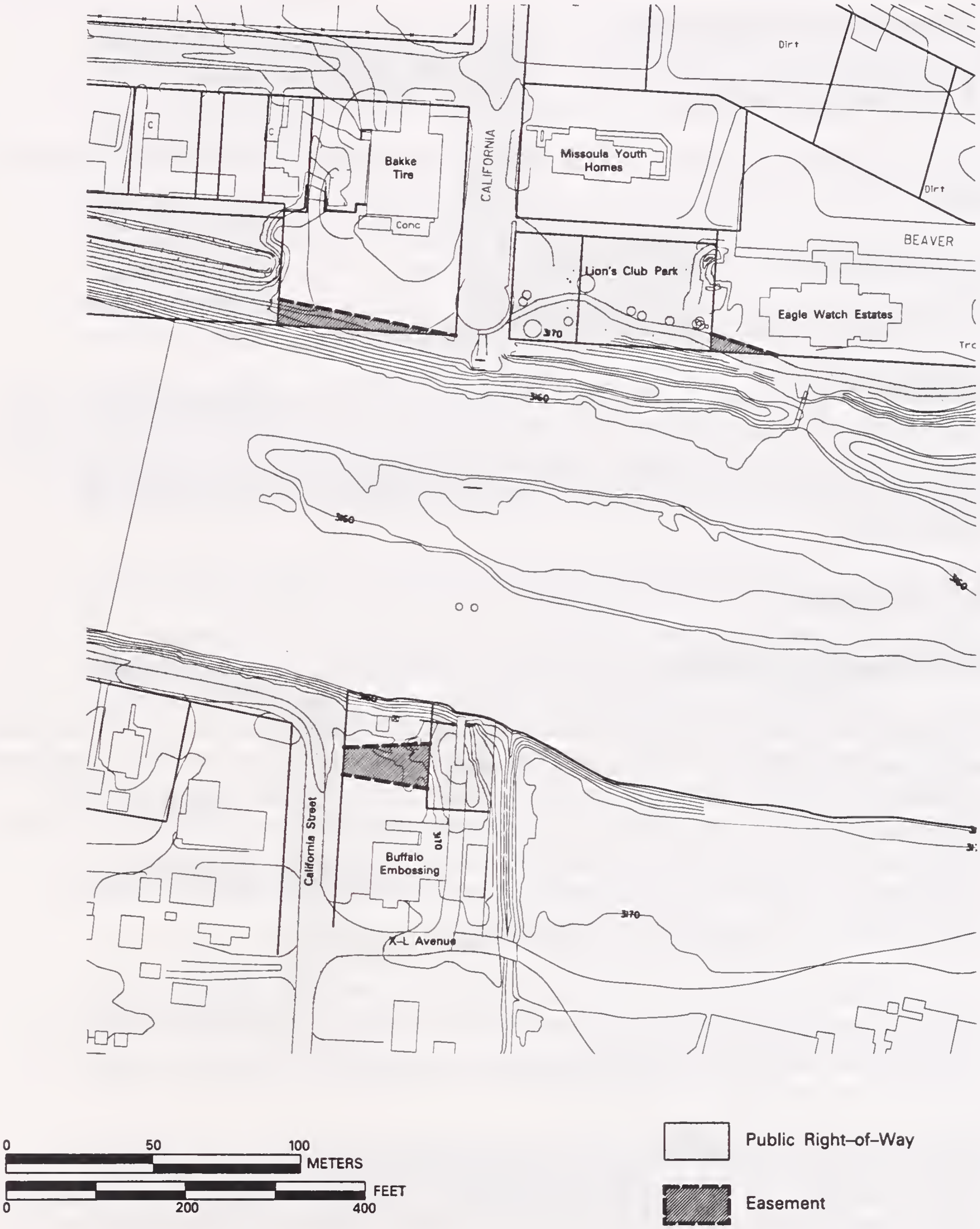
The existing public right-of-way is shown in Figure 4-1. The width of the right-of-way north of the river on California Street is approximately 18.3 m (60 ft.), and 22 m (72 ft.) on the south side of the river. In 1987, when Missoula County removed the old bridge a portion of the California Street right-of-way on the south side of the river extending to X-L Avenue was vacated in exchange for an easement connecting the south bridge abutment to California Street. This easement was intended to provide a non-motorized connection to a future bridge in this location.

4.5.2 Impacts

The No-Build Alternative will require no additional right-of-way.

The Preferred Alternative will require no additional right-of-way but will require the acquisition of a river use easement from the Department of Natural Resource and Conservation(DNRC).

The State regards the Clark Fork River as a "navigable waterway" on its reach between Deer Lodge, Montana, to the Idaho State line. Therefore, under **70-16-202** and **70-1-202, M.C.A.,** the Montana Department of Natural Resources and Conservation (DNRC, which now includes the former Montana Department of State Lands/DSL) has jurisdiction over the land under this present and proposed crossing. The DNRC is also a Cooperating Agency on this proposed project's environmental documentation under the provisions of 23 CFR 771.111(d).



Existing Right-of-Way
Figure 4-1

4.6 Parks and Recreation

4.6.1 Existing Conditions

There is one park to the northeast of the proposed north bridge abutment, named Lions Club Park.

4.6.2 Impacts

The No-Build Alternative will not impact parks or recreation.

The Preferred Alternative will not result in any direct impact to parks or recreation. Since the Preferred Alternative will provide connections to the existing Shady Grove Trail it will improve access to Lions Club park. To the extent that the bridge will improve access to the non-motorized system it will improve access for non-motorized traffic to other City of Missoula parks.

4.7 Air Quality

4.7.1 Existing Conditions

The geographical and meteorological characteristics of Missoula are a major cause of the air quality conditions that exist within the study area. Missoula is located within a valley at the confluence of the Bitterroot River and Clark Fork. Given this valley setting, the area is highly susceptible to temperature inversions during the fall and winter months. In addition, wind speeds in the valley are low year-round, thus allowing build-up of pollutant concentrations. Temperature inversions coupled with limited wind activity cause the Missoula area to be susceptible to air pollution.

The two pollutants of primary concern in Missoula are carbon monoxide (CO) and particulate matter of less than ten microns in diameter (PM_{10}). Generally speaking, CO concentrations increase as vehicular congestion rises, and PM_{10} emissions increase with growth in vehicle-miles-of-travel (VMT).

Due to a history of exceedances of federal air quality standards, the City of Missoula is currently designated as a non-attainment area for CO and PM_{10}. These official air quality designations for Missoula have been made by the United States Environmental Protection Agency (EPA).

The highest CO concentrations in Missoula have been recorded at the intersection of Brooks (US 93), Russell, and South. In the early 1990s, Missoula was designated as a "moderate" non-attainment area for CO by the EPA based on various provisions of the Clean Air Act Amendments of 1990.

Missoula County was originally designated as a non-attainment area for PM_{10} by EPA in 1977. During this time, the highest PM_{10} concentrations were recorded in the downtown area near the Courthouse. A later study conducted in 1987 determined that the major sources contributing to Missoula's PM_{10} problem were re-entrained road dust followed by residential wood burning during winter months.

4.7.2 Impacts

This proposed project is located in a non-attainment area for CO and PM_{10} of Montana for air quality under 40 CFR 81.327, as amended.

The No-Build Alternative will result in no impacts to air quality.

The Preferred Alternative will result in a decrease in use of motorized vehicles. The Preferred Alternative, therefore, will result in a reduction of CO and PM_{10} emissions, and it complies with Section 176(c) of the *Clean Air Act* as amended, **42 U.S.C. 7521(a)**.

4.8 Noise

4.8.1 Existing Conditions

There are not any substantial sources of noise in the study area

4.8.2 Impacts

The No-Build build alternative will result in no impacts to noise.

The Preferred Alternative will result in minor, temporary noise impacts to nearby residences during the construction phase of this project. Pedestrian and bicycle noise level increases will be minor after the construction of the Preferred Alternative.

4.9 Water Resources/Quality

4.9.1 Existing Conditions

The Clark Fork flows east-to-west through the study area within a shallow floodway and a relatively level gradient typical of a glaciated valley. The Clark Fork provides a major drainage from the Continental Divide located east of Missoula, and eventually joins the waters of the Columbia River by way of the Pend d'Oreille River, discharging its waters into the Pacific Ocean.

The Clark Fork is classified as B-1 according to Montana's surface water classification scheme (ARM 16.20.6). B-1 waters are summarized as follows:

> Waters classified as B-1 are suitable for drinking, culinary or food processing purposes, after conventional treatment; bathing, swimming and recreation; growth and propagation of salmonid fishes and associated aquatic life, waterfowl and furbearers, and agricultural and industrial water supply.

The State regards the Clark Fork as a "navigable waterway" on its reach between Deer Lodge and the Idaho state line. Therefore, under 70-16-201 and 70-1-202, M.C.A., the Montana Department of Natural Resources and Conservation (DNRC, which now includes the former Montana Department of State Land (DSL), has jurisdiction over the land under this proposed bridge. The City of Missoula will be required to request the DNRC issue an easement for the bridge crossing.

4.9.2 Impacts

The No-Build Alternative will result in no adverse impacts to the existing water resources that occur in the study area vicinity.

The Preferred Alternative may result in some sedimentation as a result of construction activities. However, the implementation of standard procedures found in the MDT Highway Construction Standard Erosion Control Work Plan will alleviate any impacts associated with sedimentation.

An Erosion Control Plan will be submitted to the MDEQ's Permitting and Compliance Division in compliance with their Montana Pollutant Discharge Elimination System Regulations (ARM 16.20.1314) for this proposed project.) Best Management Practices will be included in the design of this Plan using guidelines as established in MDT's Highway Construction Standard Erosion Control Work Plan. The objective is to minimize erosion of disturbed areas during and following construction of this proposed project.

4.10 Wetlands

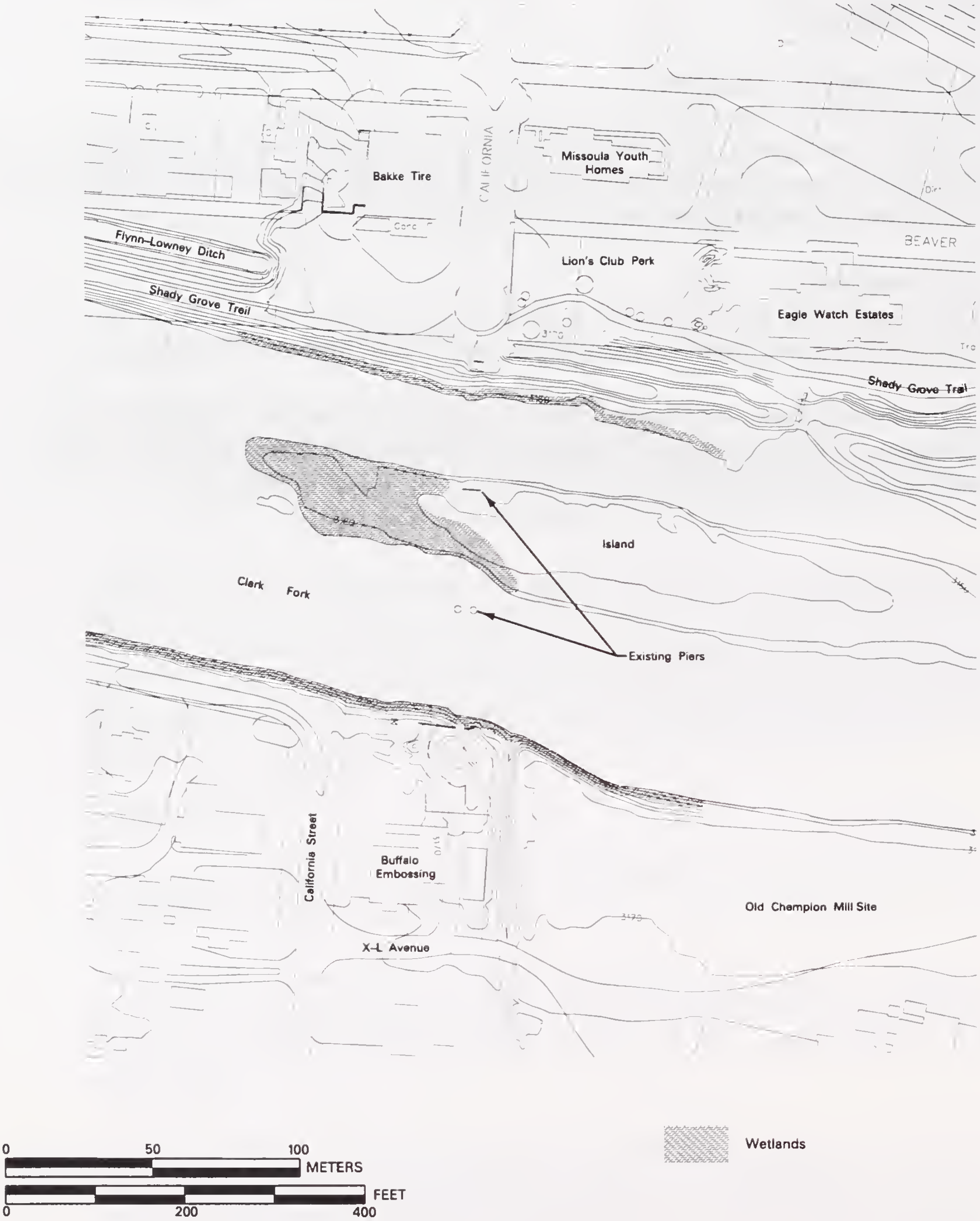
4.10.1 Existing Conditions

A Wetlands Finding was conducted for this project. Wetlands were found in association with the Clark Fork (River) along the river's edge during normal low water conditions on low areas of the island. Existing wetlands are shown in Figure 4-2.

4.10.2 Impacts

The No-Build Alternative will have no direct or indirect impacts to the wetland site.

Since no fill will be placed in wetlands there are no impacts associated with the Preferred Alternative. A full description of wetlands is provided in the Wetlands Finding, which is available upon request from the City of Missoula Redevelopment Agency.



Existing Wetlands
Figure 4–2

4.11 Wildlife/Threatened and Endangered Species

Information pertaining to endangered, threatened, rare and sensitive wildlife, fish, herptiles (amphibians and reptiles), and vegetative species was obtained from the US Fish & Wildlife Service (USFWS), Montana Department of Fish, Wildlife & Parks (MDFWP), the Montana Natural Heritage Program (MNHP), a field survey conducted July 23, 1996, and a review of available literature relevant to the area. Documentation is included in the Biological Memorandum, which is available upon request from the City of Missoula Redevelopment Agency.

4.11.1 Existing Conditions

Under the Endangered Species Act of 1973 (as amended, 1988), the term "endangered species" is defined as a species in danger of extinction throughout all or a significant portion of its range; and a "threatened species" are likely to become endangered species within the foreseeable future throughout all or a significant portion of their range. Migratory birds, including raptors, are protected in accordance with the Migratory Bird Treaty Act (16 USC 701-718h).

Twelve species are currently Threatened or Endangered in Montana. Of the 12 species, only the peregrine falcon (endangered), and the bald eagle (threatened) are potentially affected by the Preferred Alternative. The other species are either not endemic to the project area, or have been absent from the Missoula Valley for several decades.

- ***Bald Eagle.*** Bald eagles occur in the project area as migrants, winter residents, and in one known instance as a nesting pair in the Milltown area southeast of Missoula. More frequently the birds are seen in the winter months perching within the mature cottonwood trees of the Clark Fork river corridor, which has accounted for the naming of the developed housing complex found immediately adjacent to the project- Eagle Watch Estates. Accordingly, the river has some significance as a foraging area for wintering eagles although the preferred habitats with greater usage may occur further from the city.

- ***Peregrine Falcon***. Though nearly extirpated, the peregrine falcon has remained a traditional resident of the Intermountain West as recovery programs determinedly restore the bird's numbers. Their presence in the Missoula Valley, however, is still considered transitory as the birds migrate seasonally to more favorable habitats. Currently, there are no known nesting locations or foraging areas within many miles of the project.

The site shows some visible use by beaver and raccoon; other small fur-bearing mammals such as mink, fox, skunk, and opossum have also been reported to occur. Use by white-tailed deer was not observed the day of the survey although the species is a probable, if infrequent, user.

Most common to the area are the neotropical (song)birds, small rodent-like mammals and those avian and land-based species that prey upon them. Also noticed was the presence of spotted sand-pipers upon the bare cobbled beaches which serve as nesting and brooding habitat for this species.

A search of the Montana Natural Heritage Program's elemental occurrence listings and Sensitive Species Lists of the Montana Department of Fish, Wildlife, and Parks reveals neither sensitive plant or animal species of concern for the project area. Further, none are suspected to occur. (Only two locations have been recorded for two plant species found upon Mount Sentinel and within the Rattlesnake drainage.) For the immediate area, seasonal high water events limit the establishment of many plant species upon lower island elevations other than those annuals which may appear as floodwaters abate.

The Clark Fork River supports a modestly productive fishery in spite of a long history of water quality problems. The Montana Rivers Information System (MRIS) lists as many as thirteen cold and warm-water species for this portion of the river, to include such imperiled fish as the westslopes cutthroat and bull trout. More recently, severe ice scouring of upstream reaches has apparently released additional toxic laden sediments now suspected of an increase in fish mortality.

4.11.2 Impacts

No impacts to wildlife or threatened or endangered species will occur due to the No-Build Alternative.

Based on the above, it is determined that implementation of the Preferred Alternative is not likely to adversely affect the peregrine falcon or the bald eagle.

The Preferred Alternative will likely have little impact on existing fish and wildlife populations. Any disturbances from construction are anticipated to be short term.

4.11.3 Mitigation

As no peregrine falcons are known to reside within the project area, there are no required mitigation measures.

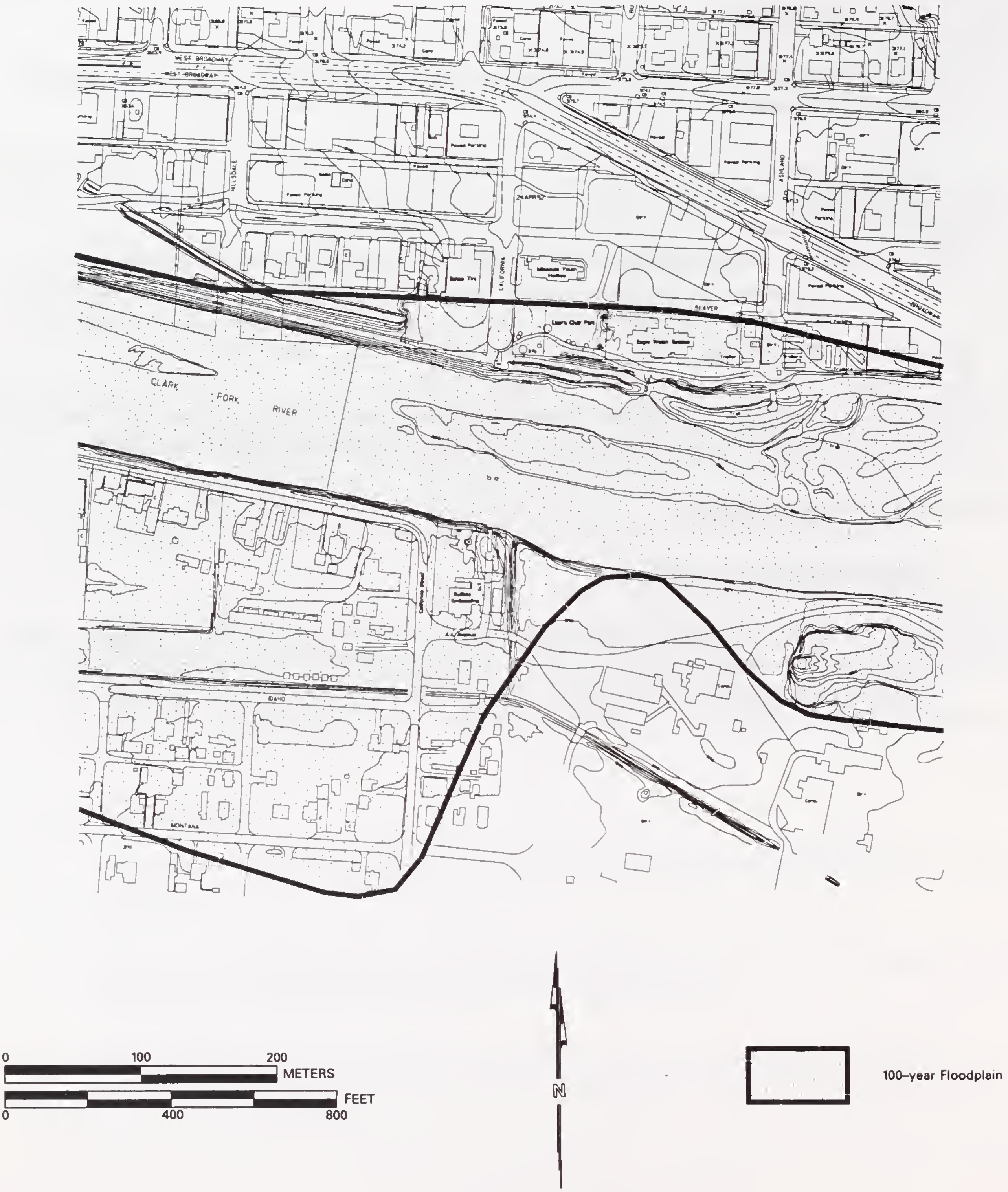
Mitigation measures which will be implemented to minimize effect to the bald eagle include the following:

- Any necessary electric transmission/distribution line relocations shall be constructed and raptor-proofed in accordance with the Raptor Research Report No. 4. Raptor-proofing is a policy currently being applied by the Montana Department of Transportation.
- Avoid the unnecessary removal of larger cottonwood trees along the river's north bank as they include some of the more commonly occupied perch sites.

4.12 Floodplains

4.12.1 Existing Conditions

Figure 4-3 shows locations of the study area that are within the 100-year floodplain. This information is based upon flood hazard area maps prepared by the Federal Emergency Management Agency (FEMA) for the City of Missoula and for Missoula County.



Floodplains
Figure 4–3

4.12.2 Impacts

The No-Build Alternative will have no impact to the floodplain.

The 100-year floodplain delineated by the Federal Emergency Management Administration (FEMA) along the Clark Fork is encroached by this Preferred Alternative in one location. Missoula County administers this floodplain for FEMA, and a Floodplain Development Permit will be required for this encroachment.

The *Missoula County Floodplain Regulations* stipulate that a river crossing is an allowable use within the floodway and floodplain. The Preferred Alternative was developed to conform to the *Missoula County Floodplain Regulations* and meets the criteria to be within an allowable increase in the 100-year water surface of less than 0.15 meters (0.5 feet).

This Preferred Alternative will not promote or encourage development within this delineated floodplain, nor increase flood liability hazards from its construction. This proposed project is therefore considered to be in compliance with E.O. #11988.

4.12.3 Mitigation

The following mitigation measures will be implemented for the Preferred Alternative:

- Construct piers to align with the flow such that the obstruction of the flow is minimized.
- Install revetment, such as rip-rap, to protect the abutments and embankment from scour.
- Construct the foundation and structure to withstand the effects of scour during the 500-year storm.

The Preferred Alternative will require a permit issued by the Missoula County Floodplain Administrator. To evaluate the permit application, the Floodplain Administrator will review the construction plans, floodproofing measures, and hydraulic calculations certified by a Professional Engineer.

4.13 Cultural Resources

4.13.1 Existing Conditions

A Cultural Resources Inventory Report was prepared by a Cultural Resources Consultant on May 9, 1996. No National Register of Historic Places (NRHP) eligible sites were located in the project area. The Montana State Historic Preservation Office (SHPO) concurred with this assessment in a letter dated August 7, 1996. A copy of the SHPO's letter is contained in Appendix A - Agency Correspondence

4.13.2 Impacts

Neither the No-Build Alternative nor the Preferred Alternative will have impacts to known cultural resources.

4.13.3 Mitigation

If cultural resources are identified during the construction phase of this project, work shall cease and the MDT historian or archaeologist shall be contacted.

4.14 Hazardous Materials

4.14.1 Existing Conditions

State and local agencies contacted to research the current or historic presence of hazardous waste storage or accidents within the study area are listed below:

- Montana Department of Environmental Quality (MDEQ), Environmental Remediation Division, Leaking Underground Storage Tanks
- MDEQ, Hazardous Waste and Solid Waste Division
- MDEQ, Environmental Remediation Division, Superfund Program
- MDEQ, Permitting and Compliance Division
- MDEQ, Clark Fork River Superfund Cleanup, Project Manager
- Missoula Fire Department
- Missoula Valley Water District, Environmental Health

According to contacts at these agencies, there is no current or historic hazardous material storage within the study area. Furthermore, there is no record, or recollection of any kind of hazardous materials accident within the project area. Therefore this Preferred Alternative will not likely encounter any hazardous materials during construction or use.

4.14.2 Impacts

Neither the No-Build Alternative nor the Preferred Alternative will have impacts to known hazardous materials.

4.15 Visual

4.15.1 Existing Conditions

The City of Missoula is entirely contained within a broad glacial valley. Views in all directions have glacial moraine or mountain views in the mid and distant background. The valley is bordered by the Bitterroot Range to the southwest and Mount Dean Stone to the southeast. Background views to the north side of Missoula from the study area vicinity include the Rattlesnake Mountains and the North Hills. Background views to the east include the broad sloping faces of Mount Jumbo and Mount Sentinel, that are divided by the Hell Gate Canyon mouth.

Due to the broad, flat glacial nature of the valley itself, the study area, as well as the entire City of Missoula, is relatively flat. There are minor relief changes and some gently rolling hills, but by and large the surface creates a wide, level ground plane from which both human-made and natural features arise.

The Clark Fork riparian zone is the dominant feature visible in the foreground. There are large mature cottonwood trees along the north shore of the river. During low water the island consists largely of river cobbles which transitions to a riparian zone that includes willows and large cottonwood trees. The Russell Street Bridge is a steel girder bridge that spans the river to the west of the project site.

The south side of the river includes industrial, light industrial, and residential buildings. The old Champion Mill Site is present to the east of the project site. The mill is no longer operational. Most of the buildings are set back from the river corridor. To the south and south west of the project along the south river bank there is light industrial and residential buildings. River Road is immediately adjacent to the river to the west of the project site, and numerous residences front onto this street.

Figure 4-4 shows the view of the river corridor and the bridge site as viewed from the west. The existing piers are visible at the project location.

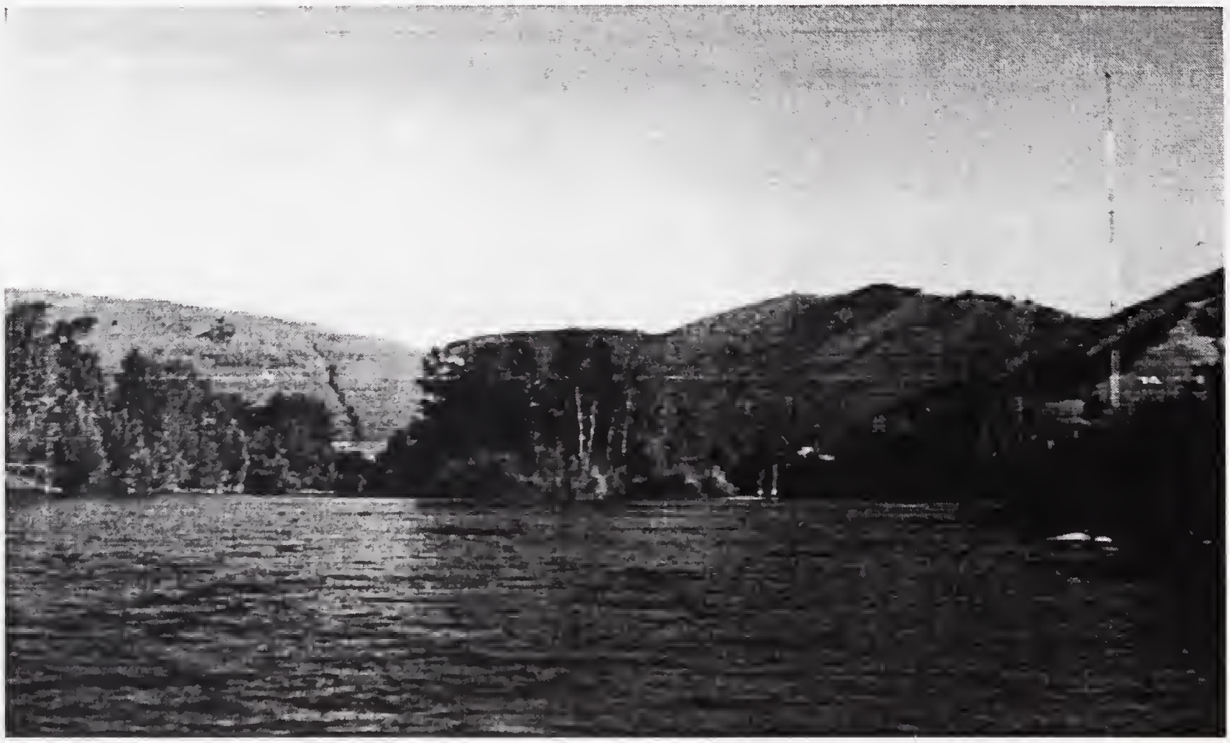


Figure 4-4
Existing Conditions

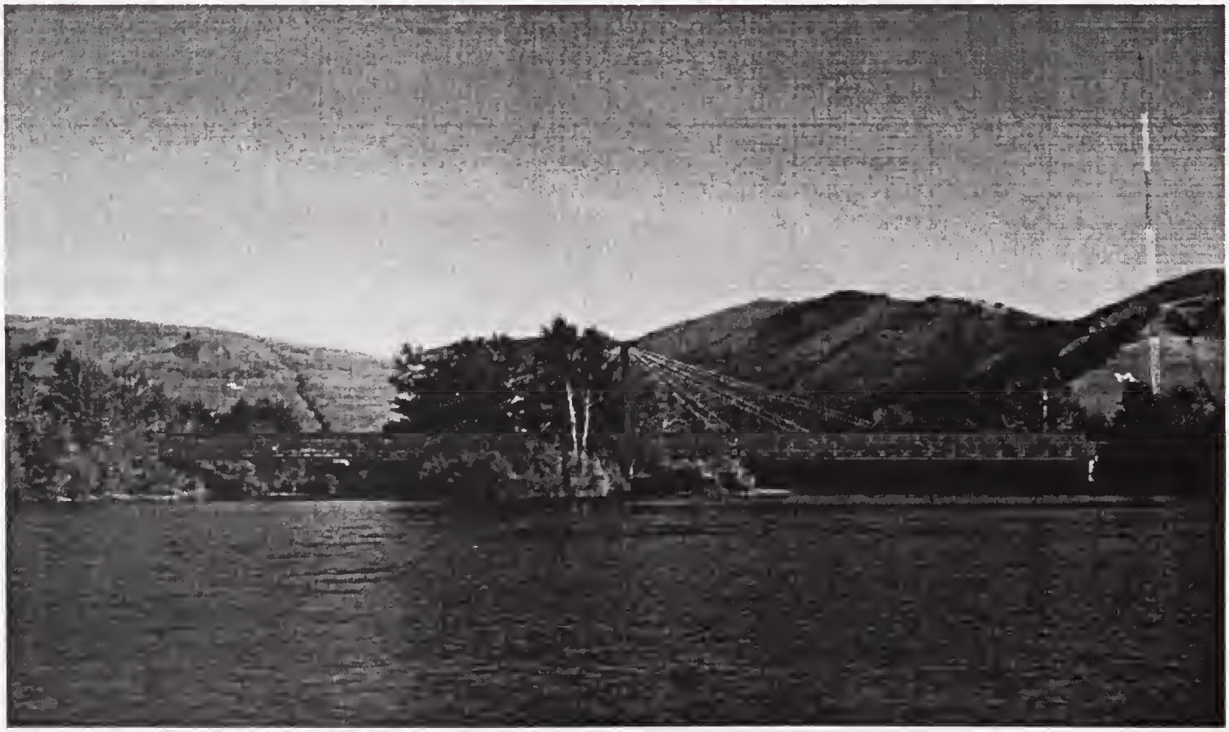


Figure 4-5
Preferred Alternative

4.15.2 Impacts

The No-Build Alternative will result in the continuation of the existing general trends of change to the visual character in the study area vicinity.

Several alternative structural types were considered for this project. The evaluation of the alternatives included a technical evaluation, cost estimates, and extensive public coordination efforts. The structural type selected is a cable-stayed truss bridge as shown on Figure 4-5.

The Preferred Alternative will have the following short -term visual impacts during the period of construction:

- On-site construction equipment and materials.
- Dust and debris from construction.
- Denuded slopes from the clearing of vegetation.

A visualization of the Preferred Alternative is shown on Figure 4-5. The following will become permanent changes in the visual landscape that will occur with the Preferred Alternative:

- The presence of a new structure across the river channel.
- A new pier substructure supporting the structure at the mid-point in the river channel.
- The construction of an approach trail between the bridge and California Street on the south bank of the river.
- The placement of rip-rap revetment to protect the end of the bridge from scour.
- The installation of lighting on the structure.

4.16 Farmland

4.16.1 Existing Conditions

According to the National Resource Conservation Service (NRCS), formerly called the Soil Conservation Service (SCS), the project area does not include any area designated as prime, unique, of statewide or local importance. The areas on both sides of the Clark Fork River within the study area are committed to urban uses.

4.16.2 Impacts

Neither the No-Build Alternative nor the Preferred Alternative will have any adverse impacts to prime or unique farmlands or to farmlands of local or state-wide importance. The completion of a USDA, NRCS Conversion Impact Rating Form (Form AD-1006) and/or additional mitigation measures are not necessary for this project.

4.17 Construction

4.17.1 Impacts

The No-Build Alternative will have no construction-related effects.

There are several impacts associated with the construction of improvements for the Preferred Alternative. The construction-related impacts include:

- Noise and Vibration. The operation of various types of machinery, such as heavy cranes, paving equipment, power tools, pile drivers, and trucks, in close proximity to residences will create an undesirable noise condition. Impacts from vibration are also likely during the construction period.
- Fugitive Dust. The operation of heavy equipment on exposed soils may result in the release of fugitive dust into the air.

- Erosion and Sedimentation. Runoff from areas of exposed soils may affect water quality of the Clark Fork. Sedimentation may occur when eroded soils collect in areas below the construction site.

- Water Quality. Concrete construction within the river channel creates an opportunity for the release of contaminants to the watershed. Petroleum materials can be spilled during the operation and maintenance of construction equipment.

- Visual. Stockpiles of earth materials, stored construction materials, and parked equipment may cause a temporary visual impact to the residents near the locations of construction activities.

4.17.2 Mitigation

Construction impacts will be mitigated through implementation of control measures during construction. Careful documentation of the mitigation measures must be made within the plans and specifications. It is essential that the construction inspection and administration enforce the adherence to the mitigation measures contained in the construction documents. These measures include:

- Limit noise-generating construction activities to occur during daytime near residential areas to minimize noise impacts.

- Require the use of mufflers on construction equipment such that noise emitted is no louder than it would be if the equipment were purchased new.

- Require the use of appropriate dust suppression measures to minimize dust impact associated with the construction activities. This can include the use of dust palliatives, such as water or magnesium chloride.

- Require erosion control methods, such as temporary and permanent seeding and mulching, within a reasonable time after the soil is disrupted.

- Require that the contractor implement an approved water quality control plan, so that appropriate measures are in place in the event of an accidental spill.

- Require that appropriate de-watering measures are implemented such that water removed from trenches and foundation construction areas are not released without proper treatment.

- Designate a suitable construction staging area, and require that the contractor store materials and equipment within that area to minimize the visual impact.
- Provide adequate public notice and maintain coordination with area residents to keep the public apprised of the construction progress.

4.18 Cumulative Impacts

Cumulative impacts are defined as impacts that "result from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions regardless of what agency (federal or non-federal) undertakes such other actions."

Missoula currently has one proposed project in the vicinity of the California Street Bridge project, not including this proposed project. The nearest project is the Orange Street Bridge project. It is a bridge replacement project located approximately 1.2 kilometers (0.75 miles) east of this proposed project. No cumulative impacts will result due to the distance from this proposed project. In addition, the Orange Street construction is expected to begin after the construction of the California Street project. Therefore, none of these Missoula projects will have any significant cumulative environmental impacts on this proposed action. This proposed new construction and reconstruction project will also have no significant cumulative environmental impacts on these or any other Missoula projects in this area.

5.0 Comments and Coordination

Several methods of communicating with the public were utilized during the course of this study. The goals of the project communication are to:

- Provide information regarding the study.
- Develop concepts and alternatives.
- Identify issues.
- Communicate ideas and concepts that are considered.
- Receive comments on the study, alternatives and the project.
- Solicit input from the public as to the appropriate design features for this project.

5.1 Public Involvement Activities

Public involvement activities for this project included the following:

- Five Project Team Meetings
- Two public workshops held on January 31 and June 11, 1996.
- Three newsletters sent to approximately 330 persons on the mailing list.
- Video shown on Missoula Community Access Television (MCAT) a total of six times.
- Numerous individual/one-on-one meetings.
- Project Boards/Comment boxes displayed at the project site and at several public locations
- Several articles in the local newspaper, *The Missoulian.*

5.1.1 Project Team Meetings

A total of five Project Team Meetings were held. The purpose of these meetings was to discuss specific project issues and coordination between various City and County agencies. Project Team members included the following persons:

Geoff Badenoch	Director, Missoula Redevelopment Agency
Kari Lei Nelson	Project Manager, Missoula Redevelopment Agency
Bruce Bender	Missoula Public Works Department
Horace Brown	County Surveyor
Doug Waters	Missoula Parks and Recreation
Ron Mason	Missoula Finance Director
John Williams	Representative for Bicyclists
Stan Zimet	O'Neill & Zimet Architects
Mike Worrall	Carter & Burgess, Project Manager

Jeremy Keene	Carter & Burgess, Project Engineer
Joe Murphy	Carter & Burgess, Project Engineer

5.1.2 Public Workshops

Two public workshops were held on January 31 and June 11, 1996. Each workshop consisted of an afternoon and evening open house. The purpose of the first workshop was to provide a description of the process, a description of non-motorized transportation needs, to obtain input and ideas, and to obtain input on environmental issues. The purpose of the second workshop was to present the results of the pier evaluation, review the evaluation of alternative locations, and obtain input on bridge types.

5.1.3 Newsletters

Three newsletters were sent to 330 persons on the mailing list. The newsletters provided information on the status of the project, known issues and concerns, and the time and location of future meetings.

5.1.4 Missoula Community Access Television (MCAT) Video

An informational video was aired a total of six times on MCAT. The video provided a description of the project, and information on who to contact to comment on the project.

5.1.5 One-on-One Meetings

Numerous individual one-to-one meetings were held with concerned property owners, business owners, and neighborhood residents. These meetings addressed specific concerns related to the project.

5.1.6 Project Boards/Comment Boxes

Project Boards, presenting an evaluation of possible bridge types, were displayed at several locations including the project site, City Hall, the Public Library, and at Eagle Watch Estates. The boards included a description of the project, an evaluation matrix, computer renderings, and sketches of possible bridge types, as well as a comment box.

5.1.7 Newspaper Articles

Several articles and editorials appeared in *The Missoulian* and *The Independent*, including a front page story depicting the six alternative bridge types under consideration.

5.2 List of Preparers

The following individuals had responsibility for preparing this document:

Name	Project Responsibility	Education/Experience
Geoff Badenoch	Director, Missoula Redevelopment Agency	
Kari Lei, Nelson	Project Coordinator, Missoula Redevelopment Agency	
Michael F. Worrall, PE	Civil Engineer	BS, Civil Engineering. Thirteen years of experience in planning, design, and construction of transportation facilities.
Robert Harris	Biological Resource Report	BS, Wildlife; BS, Fisheries. 20 years of biological analysis.
Jeremy Keene, E.I.T.	Civil Engineer	BS, Civil Engineering. Three years of experience in planning, design, and construction of transportation facilities.
Jeanette Lostracco, AICP	Environmental Analysis	BA, Geography; Masters of Business Administration. Seventeen years of experience in environmental analysis.
Gina McAfee, AICP	Environmental Analysis	BS, Landscape Architecture. Twenty years of experience in environmental analysis.
Joe Murphy, E.I.T.	Civil Engineer	BS, Civil Engineering. Three years of experience in planning, design, and construction of transportation facilities.
Quint Redmond	Natural Resources Analysis	BS, Geology; MS; Urban & Regional Planning and Landscape Architecture. Five years of experience in natural resource analysis.
Scott Richman, AICP	Environmental Analysis	Bachelors, Environmental Design. Five years of experience in environmental analysis.

5.3 List of Agencies with Jurisdiction and/or Permits Required

The following permits or coordination will be required for the Preferred Alternative and will be obtained prior to any relevant disturbance:

- Army Corps of Engineers – Section 404 Permit. The MDT must obtain a Clean Water Act: Section 404 Permit from the Corps of Engineers.
- Montana Department of Environmental Quality, Water Quality Division – Section 402 NPDES/MPDES Permit: The MDEQ Permitting and Compliance Division will review plans and specifications relative to erosion control or a stormwater discharge permit. A Storm Water Erosion Control Plan will be developed for the project.
- Montana Department of Fish, Wildlife, and Parks – Stream Protection Act: This permit is needed from the Montana Department of Fish, Wildlife and Parks to maintain the quality of streams and fisheries affected by highway-related construction.
- Missoula County Office of Planning and Grants – Floodplain Development Permit: A floodplain development permit from Missoula County will be required for road and bridge construction and placement of fill in floodplains.

5.4 List of Other Agencies, Persons, or Groups Contacted or Have Contributed Information

Contacts were made with the following agencies or groups regarding this project:

- City of Missoula Police Department
- City of Missoula Engineering and Public Works
- City of Missoula Fire Department
- Members of the Missoula City Council
- Missoula Board of County Commissioners
- Missoula Transportation Policy Coordinating Committee (TPCC)
- Missoula Transportation Technical Advisory Committee (TTCC)
- City of Missoula Parks and Recreation Department
- Mountain Line
- Eagle Watch Estates
- City of Missoula Bicycle / Pedestrian Advisory Board

- City of Missoula Non-Motorized Transportation Committee
- Missoula Sheriff's Department
- Montana Department of Fish, Wildlife & Parks
- Feet First
- Natural Resource Conservation Service (NRCS)
- US Fish and Wildlife Service
- US Army Corps of Engineers
- Montana Department of Transportation
- Montana Department of Environmental Quality
  - Solid and Hazardous Waste Bureau
  - Air Quality Bureau
  - Water Quality Bureau
- Montana Department of Natural Resources and Conservation
- Missoula City/County Health Department
- Environmental Protection Agency
- Missoula Office of Planning and Grants
  - Floodplain Administration
  - Transportation Planning
- Montana State Historic Preservation Office
- Montana Natural Resource Information System and Natural Heritage Program
- Missoula County Surveyors Office
- Hellgate Irrigation Company

5.5 Cooperating Agencies

The following are Cooperating Agencies on this proposed project:

- City of Missoula
- Missoula County
- Montana Department of Transportation
- Montana Department of Natural Resources and Conservation

Appendix A

Agency Coordination Letters

Montana Department
of
Fish, Wildlife & Parks

3201 Spurgin Road
Missoula, MT 59801

February 12, 1996

Mr. Richard Dombrouski
Project Engineer
123 West Spruce
Missoula, MT 59802-4297

SUBJECT: Permit No. SPA-3-96 R-2
Waterbody: Clark Fork River
Project Name: California Street Bridge
Water Code: 06-1121

Dear Mr. Dombrouski:

Relative to the Montana Stream Preservation Act, the Department has completed our review of your proposed project on the Clark Fork River. Your project has been approved with the following special conditions:

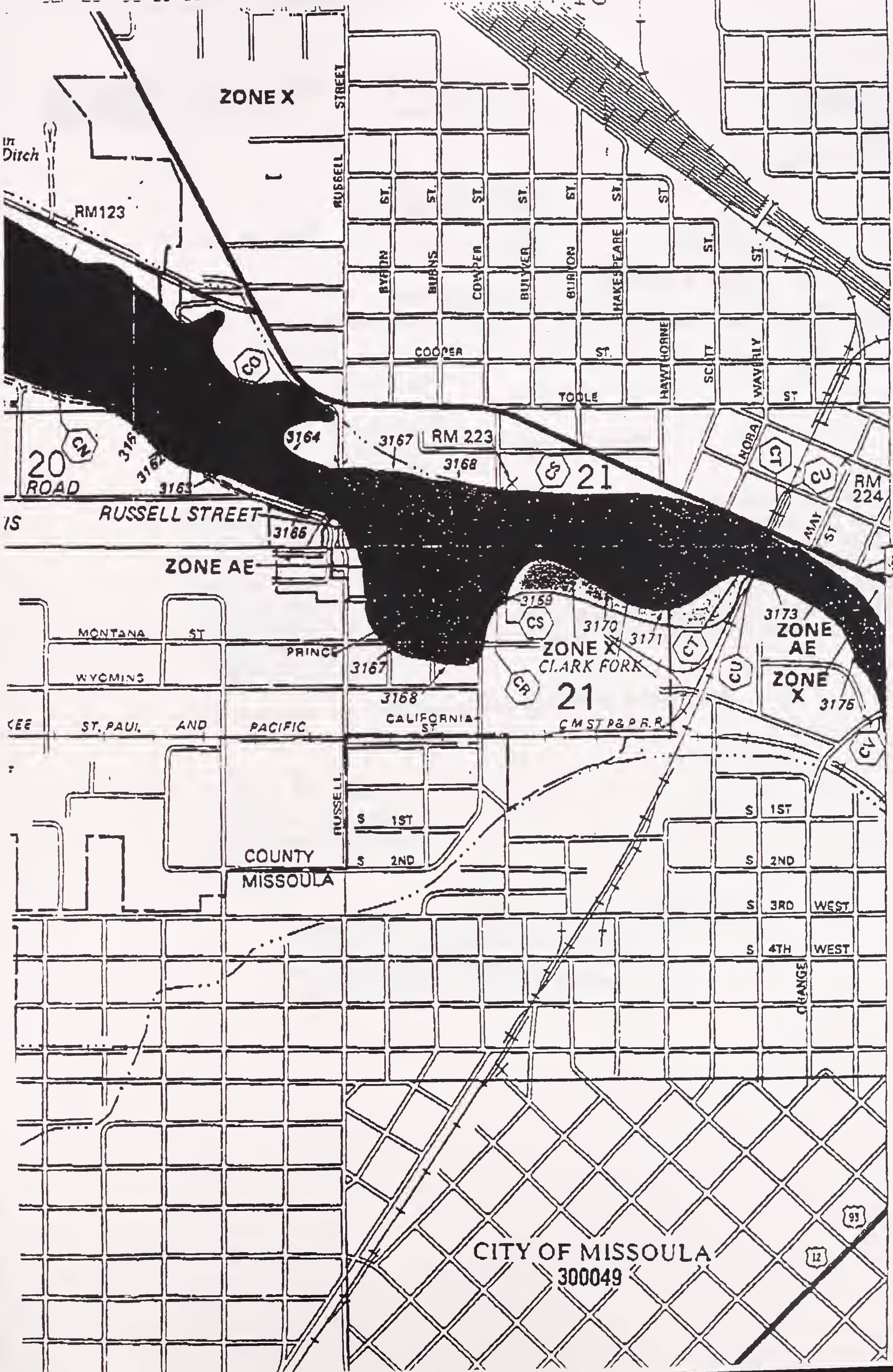
1. All in-stream work shall be completed in an expeditious manner to avoid unnecessary impacts to the streams;

2. Extra precautions shall be taken to preserve existing riparian vegetation;

3. All construction activities performed in the stream and immediate vicinity, shall be conducted in a manner to reduce in-stream turbidity along with minimizing disturbances to the streambed and/or streambank;

4. All streambank and adjacent areas disturbed by the construction activity shall be protected with temporary erosion control measures during the construction activities. These areas shall be reclaimed with long-term erosion control measures and revegetated immediately after construction;

NOTE: This permit is valid for one year from the date of receipt.


ZONE X
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RUSSELL
ST.
BYRON
BURNS
COWPER
BULWER
BURTON
SHAKESPEARE
HAWTHORNE
SCOTT
WAVERLY
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NORA
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CU
RM 224
MAY ST
RUSSELL STREET
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MONTANA ST
PRINCE
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CLARK FORK
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CV
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ST. PAUL AND PACIFIC
CALIFORNIA ST
C M ST P & P R.R.
RUSSELL
S 1ST
S 2ND
COUNTY
MISSOULA
S 1ST
S 2ND
S 3RD WEST
S 4TH WEST
ORANGE
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CITY OF MISSOULA
300049

#119

#14

JOD

Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Marc Racicot, Governor

MASTER FILE COPY

JUL 17 1996

RECEIVED
AUG 08 1996
ENVIRONMENTAL

CONCUR
MONTANA SHPO
DATE 7 Aug 96 SIGNED

July 12, 1996

Paul Putz
State Historic Preservation Office
1410 8th Avenue
P.O. Box 201202
Helena, MT 59620-1202

Subject: CM 8199(27)
California St. Footbridge - Missoula
Control No. 3040

Enclosed is the cultural resource report, CRABS and abbreviated irrigation ditch site form for the above project in Missoula. It is claimed in the report that the bridge abutments located within the proposed project area were not recorded per the now-expired Historic Roads and Bridges Programmatic Agreement. The report indicates that the original California Street Bridge was removed in 1986. The remaining piers and abutments have subsequently deteriorated and retain little, if any, integrity. We recommend, therefore, that the remnants of the California Street Bridge are not eligible for the NRHP.

IF you have any questions, please contact me at 444-6258.

Jon Axline

Jon Axline, Historian
Environmental Services

Enclosures

cc: James Weaver, P.E., Missoula District Administrator
Carl Peil, P.E., Preconstruction Bureau
Joel Marshik, P.E., Environmental Services
Gordon Stockstad, Resources Section

**United States
Department of
Agriculture**

**Natural Resources
Conservation
Service** (formerly SCS)

**5115 Hwy 93 South
Missoula, MT 59801
406 251-6317**

Subject: Farmland Effects of California Street Bridge Project **Date:** 3/25/96

To: C. Scott Richman
Carter-Burgess
216 16th Street Mall
Denver, CO 80202

Dear Mr. Richman,

The California Street Bridge project will not impact any areas designated as prime or unique farmland, or farmland of statewide importance. The areas on both sides of the Clark Fork River are committed to urban uses.

Sincerely,

Neal Svend

Neal Svendsen
Resource Soil Scientist

Montana Department of Fish, Wildlife & Parks

1420 East Sixth Avenue
P.O. Box 200701
Helena, MT 59620

September 19, 1996

Jeanette Lostracco
Carter & Burgess, Inc.
216 16th St. Mall, Suite 1700
Denver, CO 80202

Re: California Street Foot Bridge - Missoula

Dear Jeanette:

A review of the maps you provided, clearly shows there are no Section 6(f) properties near the proposed California Street Foot Bridge in Missoula. Please contact the city to determine what 4(f) impacts may occur.

Let me know if you need additional information or have questions.

Sincerely,

Mary Ellen McDonald
MARY ELLEN Mc DONALD
Program Officer
Recreation & Resource Bureau
Parks Division